

The Hongkong Telegraph

(ESTABLISHED 1881)

69255 優勝 號登十月十英港香 MONDAY, OCTOBER 11, 1920.

日月八 SINGLE COPY: 10 CENTS
356 PER ANNUM.

REUTER'S TELEGRAMS.

PREMIER'S SPEECH.

AN APPEAL FOR UNITY.

London, October 8.
In his speech to members of the Welsh National Liberal Council at Llandudno, Mr. Lloyd George said peace on earth and goodwill amongst men was the demand of the hour, and he did not know any principle which was in issue between the parties when they came to deal therewith.

Referring to the threatened miners' strike, the Premier emphasised that he was resolved never to surrender the rights of the community to a minority, though he was all for justice and equity for men who were contributing to the wealth of the nation. He was hopeful that common sense and reason would prevail at the forthcoming ballot.

The Premier predicted that Home Rule would be adopted by the Coalition and concluded with an appeal for unity until they had solved the problems darkening the horizon and the difficulties which stood in the way of humanity in marching to higher things.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

PRIVATE HOUSE RAIDED.

Singapore, October 9.
The Chinese Protectorate instituted a raid on the premises of Seal Eng Koon, the well-known millionaire, and effected many arrests.

In the gambling case which followed the accused were all discharged, there being no evidence other than that private play was indulged in.

DEATH OF CAPT. KEARON.

Singapore, October 9.
At the inquest on Captain Kearon (who, as reported the other day, was drowned in attempting to save the life of a child) the verdict was reserved.

ALTENBURG FOR AUCTION.

Singapore, October 9.
The stranded s.s. Altenburg is being offered for sale by public auction as a wreck.

EARLIER TELEGRAMS.

POLAND AND LITHUANIA.

London, Oct. 7.
A Polish official message states that the Bolsheviks are retreating on the entire front. Hostilities on the Lithuanian front, from the East Prussian frontier to Monostiski, have been ordered to cease in accordance with the League of Nations' proposals.

Warsaw, Oct. 8.
In agreement with Poland and Lithuania, the commission appointed by the League of Nations has fixed provisionally the frontier stretching from the German frontier to the confluence of the Ignorka and Neman, along the Niemen as far as Uchis, and south to Mereth. Polish and Lithuanian troops are to be withdrawn six kilometres from this line.

London, Oct. 8.
General Wrangel, in a communiqué, reports the rout of two Bolshevik infantry and one cavalry divisions, and claims a thousand prisoners. In the direction of Slobinskovo two thousand prisoners, four trains, three guns and many machine-guns were captured.

THE COAL CRISIS.

London, Oct. 7.
Mr. Smillie in a statement at Glasgow advised the miners to vote for acceptance of the owners' offer as a temporary measure and to settle down for three months, wherein an agreement satisfying the miners might be reached. Mr. Smillie's appeal is significant in view of the fact that hitherto eight important local Miners' Councils have recommended rejection of the owners' offer.

The coal situation has worsened owing to the Council of the Yorkshire Miners' Association overwhelmingly recommending the members to vote against any datum line. This is a surprising development, as it had been confidently anticipated that Yorkshire would strongly support peace.

MESOPOTAMIAN SITUATION.

London, Oct. 7.
A War Office communiqué states that our relief column moving on Samarah has reached Darraji station, twenty-eight miles from the new Karroonitring aeroplane observed "All well" signals from the Kufa garrison, but the Arabs are destroying the Kufanejir line. The rearguard of the column marching to Sellab from Baghdad was attacked at Mahmudiyah, which is nineteen miles south of Baghdad. The insurgents whom an armoured train dispersed. Dealing with the tribal situation reports are to hand of the submission of a large number of tribes in the Middle Euphrates, the Upper Euphrates and the Shatt-el-Hai district, fifty miles north of Baghdad in South Kurdistan.

TOGO LAND.

Paris, Oct. 8.—According to an official announcement, the former German colony of Togoland, West Africa, was formally handed over to the French authorities by the officer commanding the British troops of occupation, who, welcoming the French troops, extolled the unalterable comradeship of the two armies, whereupon the French and British flags were hoisted side by side on Government building and were saluted by twenty-one guns. Togoland produces chiefly oil-stuff, such as peanuts and copra, which now find in Marseilles a large market—Havas.

ILFORD BY-ELECTION.

London, Oct. 8.
The Ilford by-election resulted: Wise (Coalition Unionist) 15,612; King (Labour), the ex-M.P., 5,677; Thompson (Liberal) 6,515.

(Continued on pages 2 and 3.)

RACING IN THE COLONY.

IMPRESSIONS OF A NEW-COMER.

It is scarcely necessary to say that a new-comer finds equine racing in the island to differ largely from "the Turf" at Home; but it may be remarked that from the point of view of the spectator the differences are largely in favour of the Colony. To start with, everybody can get a view of the inner side of the "show," such as the weighing-in and weighing-off ceremonies, which many racegoers in England can never see. Another welcome feature is the shortness of the interval between the events.

One very noticeable point to a fresh arrival is the orderliness of the proceedings. There is excitement in plenty, but an entire absence of those elements which, especially during the season just closing, have again brought horse-racing into disrepute in the Old Country. The worst of these elements were that ancient enemy the defaulting bookmaker, and the audacious gangs of roughs known as "the boys," whose depredations during the past season have amounted to highway robbery pure and simple.

Probably the better state of things obtaining in the Colony is due in no small measure to the parimutuel which, with its methodical regulations, obviates the baggling with bookmakers, and, were it adopted in the Old Country, would no doubt render the work of the ticket-snatcher more difficult. Yet so wedded is the Englishman to the old type of speculation that one is inclined to doubt whether the "tote" will supersede the "book" at Home, though it may be that the two will be found together. A comparison of the two financially would necessitate a pretty close investigation into figures, but one might say straightforwardly that the Colonial system is to be preferred for place betting. The result of the third race, from the betting standpoint, would appear incredible to the average turfite at Home, the place price being, if only fractionally, higher than the win price.

Other points to impress a newcomer favourably were the elimination of such pests as three-card manipulators, tipsters, and itinerant vendors of dubious-looking comestibles, to say nothing of the absence of heaps of litter resulting from discarded sporting sheets and the like. Still another matter to strike one is that everybody is well dressed. At Home, even at such fashionable meetings as Ascot and Goodwood, tattered demelons and collarless gentry in general are to be seen by the thousand as well as superbly-groomed members of the fashionable world. Then, in England, there is the discordant sound of rancorous-voiced bookmakers "shouting the odds," from which the parimutuel spares the spectator here. Nor does the Colonial racecourse appear to need a cohort of flat-faced individuals rather past the strenuous work of the ring, but eminently valuable to English bookmakers as a bodyguard when "the boys" are around. In short, racing in England is like a huge fair; in this Colony it is a garden-party.

LONDON'S AMERICAN NAMESAKE.

The Mayor of the city of New London, Connecticut (Mr. E. Frank Morgan), has written to the Lord Mayor, sending greetings to Old London, New London, he says, was founded in 1645 by Governor John Winthrop, and is located at the mouth of the River Thames, on Long Island Sound. He invites citizens of London, when in America, to visit this beautiful little city by the sea, and adds: "I have often wondered if your city has some of the relics of the late war that would serve as an ornament in our memorial park in the form of a moderate-sized gun or two that had seen action in that sector of the Great War in which the American troops took part."

THE GYMKHANA.

"SLAM" WINS THE STAKES.

In spite of the inclemency of the weather of the few preceding days, and the heavy rain of the course, Saturday's gymkhana proved to be the most successful of any held this season. There was an extremely large audience (a record in fact), racing was keen and interesting, and cash sweep dividends and parimutuel figures proved to be as high as our own optimistic anticipations. His Excellency the Governor and Lady Stubbs were present and all things combined to make the meeting really noteworthy.

As regards the actual racing itself, interest greatly centred in the Gymkhana Stakes, the two favourite ponies (Spotted Sand and Slam) lighting out a hard race for first place. Slam just gained the victory by half a length, which means that these two ponies are now level in points for the possession of the Cup. The next and last gymkhana of the season will doubtless provide an exciting tussle for the victory. All the other racing was keen, and full details will be found below.

A record for gymkhana meetings was established in the Cash Sweeps, the first prize in the final race amounting to no less than \$2,572. Some extremely big dividends were paid out from the betting booth, the dividend of \$2,282.00 for a third place in the Ladies Nomination Race being the most notable example.

The officials were as under—

Patrons:—His Excellency Sir R. E. Stubbs, K.C.M.G. His Excellency Vice-Admiral Sir A. L. Duff, K.C.B. His Excellency Major-General F. Ventris, C.B., Commodore W. Bowden-Smith, C.B.E. Committee:—The Stewards of the Hongkong Jockey Club (Ex-Officio). The Hon. Mr. Johnstone, D. M. Ross, Esq., C. H. Blason, Esq., D. E. Clark, Esq., L. N. Leefe, Esq., Major Timmis, Col. J. P. Wyndham, Judge. D. E. Clark, Esq.:—Assistant Judge. D. M. Ross, Esq.:—Handicapper. Dr. C. Forsyth and E. E. Reed, Esq.:—In charge of the Scale. M. T. Johnstone, Esq.:—1st Starter. H. C. B. Way, Esq.:—2nd Starter. L. N. Leefe, Esq. and C. H. Blason, Esq.:—Paddock. M. S. Sassoon, Esq.:—Time Keeper.

The results were as under:—

1.—FIVE FURLONGS HANDICAP. A CLASS.—For China Ponies that have run in Gymkhana this season, and not won a race. Distance Handicap, Pole Scurries, and similar events are not considered as Races, winners of these being therefore eligible unless otherwise disqualified. If there are sufficient entries the ponies will be divided into A and B classes, the standard of the B class being necessarily very low, so that exceptionally slow ponies may be entered. Entrance Fee: \$5. 1st Prize: \$150. Second Prize: \$75. 3rd Prize: \$50.

Mr. Towers' d. Pantile (late Dunmore Dahlia), 154 lbs. Mr. F. M. L. Soares 1 Hon. Mr. John Johnstone's b. P. S., 161 lbs., Mr. Johnstone 2 Mr. John Bell-Irving's b. Mr. Brutus, 158 lbs., Mr. Bell Irving 8

Also ran: Mr. Nemazee's ch. Separd, 166 lbs. (Mr. Nemazee); Mr. Blank's g. Tredgar, 146 lbs. (Major Timmis); Mr. P. A. Cox's b. Red Coat, 147 lbs. (Mr. Cox).

Two lengths; four lengths. Time: 1:20.

Parimutuel: Winner \$12.90; Places, \$5.90, \$6.20 and \$6.40.

Cash Sweep: 1st No. 189, \$1,422.20; 2nd, 320; \$409.20; 3rd, 96; \$204.60.

Unplaced: 349, 458 and 298.

2.—FIVE FURLONGS HANDICAP. B CLASS.—For China ponies that have run in Gymkhana this season, and not won a race. Distance Handicap, Pole Scurries, and similar events are not considered as Races, winners of these being therefore

eligible unless otherwise disqualified. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$50.

Mr. Seth's d. ch. Cannon, 155 lbs. Mr. Seth 1 Mr. Grimstone's w. Scottish (late Scotia Dahlia), 160 lbs. Mr. Grimstone 2

Mr. Blank's g. Cranby, 157 lbs. Mr. Gibson 3

Also ran: Mr. Soares' skw. Discarded, 152 lbs. (Mr. Soares); Mr. D. M. Ross d. Georgie Mac, 164 lbs. (Mr. T. W. Doyle); Mr. Dalrem's g. Sizna, 147 lbs. (Mr. J. A. Remedios); Mr. Jay Pee's g. Aidlog II (late Tambourine), 147 lbs. (Mr. Nemazee); Mr. Jay Pee's blk. Orion, 148 lbs. (Mr. Alves).

Short head; many lengths. Time: 1:23.5.

Parimutuel: Winner \$91.50; Places \$23, \$74.20 and \$222.00.

Cash Sweep: 1st No. 457, \$201.40; 2nd 267, \$576.40; 3rd 70, \$233.20.

Unplaced: 458, 501, 53, 481, 407, 36, 504 and 129.

3.—ONE ROUND RACE.—For all China Ponies that have run in Gymkhana this season. Weight for Inches: Winner of one Gymkhana Race this season 5 lbs. extra; of two or more Races 10 lbs. extra. Jockeys who have won more than ten Official Races 7 lbs. extra. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$50.

Mr. N. J. Stabb's g. Salamanca, 160 lbs. Mr. Doyle 1 Sir Paul's blk. Blackbird Dahlia, 160 lbs. Mr. Seth 2 Mr. Fernyday's ch. Pawnshop, 160 lbs. Mr. Soares 3

Also ran: Mr. J. Bell Irving's br. Somatra Chief, 152 lbs. (Mr. Bell Irving).

Short head; length. Time: 2:03.45.

Parimutuel: Winner \$23.40; Places \$9.10 and \$6.40.

Cash Sweep: 1st No. 567, \$2,197.30; 2nd 464, \$527.30; 3rd 26, \$312.90.

Unplaced: 537.

6.—DISTANCE HANDICAP: ABOUT HALF A MILE.—For all China Ponies. Catch weights 155 lbs. (at 6 ft. 6 in.). Winners of an open race or open Griffin race or Ponies that have won aggregate prize in the Gymkhana Stakes in any season 5 lb. extra. Non-winning Subscription Griffins allowed 5 lb.

A Cup to be run for five times as decided by the Committee, called the Gymkhana Cup, will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 2 for a second; and 1 for third.

The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race this season to carry 5 lb. extra for each win in subsequent starts for the Race, but in the event of a tie the pony on a sale will be deducted next time he starts, such 2 lb. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulate up to 15 lb. In the event of two or more Ponies tying with the same number of marks after the last race for the Stakes but within two weeks thereafter. In the event of a run off the weight shall be weight for inches as per scale. Entrance Fee \$5. 2nd Prize: \$125. 3rd Prize: \$75.

Marks carried to date: Spotted Sand, 10, Slam 3, Malcolm 1, Bergar King 1, Siamese Cat 1. Mr. Johnstone's w. Slam, 154 lbs. Mr. Johnstone 1 Mr. Soares' skw. Discarded (late St. Chad), 155 lbs., 160 yards, Mr. Soares 2

Mr. J. Bell-Irving's br. Ringwood, 155 lbs., 150 yards, Mr. Bell Irving 3

Also ran: Mr. P. A. Cox's b. Red Coat, 155 lbs. (Mr. Cox); Mr. J. Bell-Irving's blk. Wee Mouse, 155 lbs. (Mr. T. W. Doyle); Mr. Blank's g. Tredgar, 158 lbs. (Mr. Gibson); Capt. H. S. McGrath's ch. Pesame (late Claymore Dahlia), 155 lbs. (Major Timmis); Mr. C. Sargeant's ch. Winterlight, 153 lbs., (Mr. Sargeant); Mr. R. A. Denice's ch. Wakeford, 155 lbs. (Capt. Beaver); Mr. Jay Pee's g. Aidley, 155 lbs. (Mr. Alves); Mr. Matibio's b. Buck up, 155 lbs. (Mr. G. A. Harriman); Mr. Nemazee's g. Supper Dance, 155 lbs. (Mr. Nemazee); Mr. Dalrem's g. Senza, 155 lbs. (Mr. J. A. Remedios).

Two lengths; four lengths. Time: 53 2/5 sec.

Parimutuel: Winner \$21.90; Places, \$9.50, \$11.60 and \$17.70.

Cash Sweep: 1st No. 505, \$2,222.50; 2nd 295, \$635.00; 3rd 121, \$317.50.

Unplaced: 539, 130, 541, 460, 530, 698, 448, 263, 217 and 471.

7.—HANDICAP: ONE AND A QUARTER MILE.—RACE.—For China Ponies. Entrance Fee \$5. 1st Prize: \$200. 2nd Prize: \$100.

Mr. Soares br. Siamese Cat, 156 lbs., Mr. Soares 1 Mr. Johnstone's g. Burning Daylight, 156 lbs., Mr. Johnstone 2

Mr. Bell Irving's g. Attraction, 152 lbs., Mr. Bell Irving 3

Also ran: Mr. Johnstone's ch. Alexander, 154 lbs. (Mr. Doyle); Mr. Nemazee's ch. Separd, 145 lbs. (Mr. Nemazee); Mr. Saito's g. St. John (late Sonora Ticket), 145 lbs. (Mr. G. A. Harriman); Capt. H. S. McGrath's g. Patrick (late Claymore Dahlia), 149 lbs. (Major Timmis).

NOTICES.

LIFTS
and
WAYCOOD-OTIS
ELEVATORS
FOR ALL PURPOSES.
FOR QUOTATIONS APPLY TO THE
SOLE AGENTS—
DODWELL & CO., LTD.
MACHINERY DEPARTMENT.

THE STANDARD LIFE ASSURANCE CO.
New Scheme for Children's Early Endowment.—
Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.
WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO., LTD. Agents.

EQUAL IN IMPORTANCE WITH THE
HOUSING PROBLEM
is the question of FURNISHING. It is just as perplexing, just as difficult, the question of furnishing your home tastefully and经济地 at the lowest possible cost. Count us. We shall be glad to advise you. We also GUARANTEE to give you lasting satisfaction.
HOP CHEONG
Complete Home Furnishers.
Manufacturers & Exporters of High Grade Furniture.
Telephone No. 864. 55, Queen's Road Central.

PUBLISHED ANNUALLY.
THE
LONDON DIRECTORY.

With Provincial & Foreign Sections
Trade names & commercial directory.

MANUFACTURERS & DEALERS

In London and in the Provincial Towns and
Districts, Centres of the British Kingdom and
the Colonies, Dependencies and Protectorates,
and in the principal Cities of Europe, America,
Australia, Africa, Asia, and elsewhere, where
there are more than 2,000 trade head size, including
EXPORT MERCHANTS

with detailed particulars of the goods and
arrangements made for their distribution
and sale throughout the world.

TRADE DIRECTORIES

for all branches of commerce and
industry, including the latest lists of
Dealers, Manufacturers, and
Business Establishments.

DEALERS BEARING AGENCIES

can be printed at cost of £1 10s. 0d. for each
trade heading under which can be inserted
larger advertisements from £2 to £5.

A copy of the directory will be sent by post
post for £2. 00 per name.

THE LONDON DIRECTORY, LTD.
25, AMBROSE LANE, LONDON, E.C.4. England

BUSINESS ESTABLISHED IN 1814.

New Consignment of
"KODAKS"

Just unpacked to-day
Inspection Cordially Invited.
A. TACK & Co.

26, Des Voeux Road, Central.

METALS
of all kinds, especially for ship-
building and engineering works.
Complete stock. Best terms.
Immediate delivery.

SINGON & CO.

(Established A. D. 1880.)

HING LUNG ST. Phone 515.

THE NEW PROPERTY INSURANCE
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
The Standard Company, Ltd.
London, Liverpool, Manchester, Birmingham, Glasgow, Belfast, Dublin, Cork, and other principal towns.

ST. ANDREW

REPORT OF HONGKONG SOCIETY.

The report of the Committee of the Hongkong St. Andrew's Society, for presentation at the thirty-ninth annual general meeting, to be held at the City Hall on Thursday, at 5.30 p.m., states—

The balance at credit of the Society now stands at H.K. \$4,367.17 to which must be added the sum of Straits \$5,926.91 at our credit with the Hongkong and South China War Savings Association, as against H.K. \$1,812.64 and Straits \$6,926.91 respectively last year. The sum of £21,443 12s. 2d., raised by the Heather Day Celebration in 1918, and, as mentioned in the last report, sent to Sir Charles Addis, was on 5th February, together with interest accrued, allocated as follows: To the Royal Infirmary, Edinburgh, £11,048 17s. 1d. and to the Royal Infirmary, Glasgow, £11,048 17s. 1d. In both cases a ward has been endowed and a suitable tablet, commemorating the Society's gift, erected. A dinner to celebrate the birth of Robert Burns was held on Saturday, the 24th January, the 25th being a Sunday, when a very enjoyable evening was spent. The sum of £7.00 was expended during the year in assisting a distressed Scotsman. Your Committee deeply regret to record the death of two Past Presidents: Mr. C. H. Ross (1911-12) and Mr. A. G. Gordon (1916-17). Eighty-two new Members joined the Society during the year and it is hoped members will continue to give their assistance by bringing forward new names. The Accounts have been audited by Mr. R. Bruce, to whom our thanks are due.

G. M. YOUNG,
President.

General Account.
1918/19 1919/20
To Balance carried forward
from last year \$2,107.44 \$3,342.64

To Subscriptions collected 513.00 1,053.30
To Donations 27.00 25.00

To Interest on Current Account \$3.69 142.64
To Interest on Straits War Loans 125.21 202.90

Hongkong 4,111.34 \$5,271.48

By Charities 150.00 S 7.00
By Disbursements 113.70 397.31

By Balance in Current Account with Hongkong and Shanghai Banking Corporation at 31.8.20 3,842.64 4,857.17

Hongkong \$4,111.34 \$5,271.48

Deposit Account.
To War Loan Investment Trust of Malaya 6 per cent. \$ 197.29

To Straits Settlement War Loan 5½ per cent. (1928) \$ 203.62

To Straits Settlement War Loan 6 per cent. Conversion Loan, repayable 15 Nov. 1929 6,526.00

Straits \$6,926.91

By Balance \$6,926.91
Straits \$6,926.91

Bank Account.
To Subscriptions \$7,062.44

Hongkong \$7,062.44

By Cloak Room Committee \$ 49.10
By Card Room Committee 273.05

By Practice Dances 800.35
By Dance and Music Committees 874.05

By Invitation Committee 110.00
By Decoration Committee 856.15

By Supper and Wine Committees 4,652.48
By Police Department and Sundries 45.75

Hongkong \$7,062.44

PLAYING "NAP" ON A GRAVESTONE.

John Roberts and Alfred Underwood, two colliers, were each fined 1s. 6d. at Coalville Police Court recently for gambling with cards. A police-constable said that he saw defendants in Whitwick churchyard playing nap on a gravestone. This had happened so often that the vicar and churchwardens had complained.

EARLIER TELEGRAMS.

THE IRISH TROUBLE.

London, Oct. 8.

The Government is seriously considering the Irish railway problem, arising from the man's refusal for the past three months to handle troops, police and munitions. The railways are still controlled by the State, the same as in England, and the withdrawal of the subsidy is declared possible. It would create an acute situation throughout the country. Recently many important branch lines have been closed, while yesterday a train from Londonderry was cancelled owing to the refusal of the firemen and guard to work while six armed men occupied the compartment. It is pointed out that a situation in which the Government is not allowed to use the railways which it subsidizes for its most vital purposes cannot continue.

While there was a slight decrease in the number of serious political crimes in Ireland for the week ended 5th Oct., attacks on the forces of the crown increased according to Dublin Castle. Eight policemen were killed and eight wounded, compared with 10 killed and 7 wounded in the previous week. Attacks on the police increased from eight to twenty-two. Seventy-two courts-martial were held, and there were 50 convictions and 22 acquittals. Official details of the attack on the police at Feakle, East Clare, show that a sergeant and two constables were proceeding in couples at intervals of twenty yards when fire was opened on them from the upper windows of the Post Office and an adjoining house, also from the other side of the road. The constables were thus caught in a triangular fire. One constable was killed outright. The sergeant died an hour later. Another constable, severely wounded, was dragged to safety by the half-section. Both opened fire on the attackers. The last pair also opened fire, after finding cover, and the four finally reached barracks under an harassing fire the whole way. The bodies of the dead were recovered later, though their rifles and accoutrements were missing.

Viscount Grey, in a further communication to the Westminster Gazette, replied to Mr. Asquith's letter suggesting that the naval powers Mr. Asquith proposes to give to Ireland are only the same on paper as those conceded to other Dominions, and would be qualified in practice owing to the geographical position of Ireland. Viscount Grey further feels that Ireland can no longer be regarded as "a trust," adding that it is a failure. He considers the truest way to fulfil the trust to Ireland is to wind up British management of purely Irish affairs.

TRANS-ATLANTIC AIR LINERS.

London, Oct. 8.

It is reliably stated that following on the visit of the President of the Zeppelin Company to New York, the financing of a Europe-America airship service is assured. The first two specially built commercial Zeppelins will be ready for freight carrying across the Atlantic early in the new year. They are described as air-liners capable of carrying five hundred persons. The initial fares are expected to range from £100 to £150, but later are expected to be lowered to £60. The Zeppelin Company are of opinion that with a big air liner, with reasonable patronage, the fare should not much exceed the first-class steamship rate. Furthermore the flight from London to New York should be forty-eight hours.

Washington, Oct. 8.

Germany's belief in the future international commercial possibilities of giant airships is evidenced by the fact that the German Government, through the Zeppelin Airship Company, has requested permission of the Inter-Allied Commission on Air Control in Germany to construct two giant airships for use in international trade between the United States and Germany. The request, according to advices received in official circles here, has been temporarily refused.

PREMIER'S DEFENCE OF COALITION.

London, Oct. 8.

Mr. Lloyd George addressed between four and five thousand people at Llandudno, at a meeting of the Welsh National Liberal Council. The Premier was given a magnificent reception. In the course of a long speech the Premier defended the Coalition as the only possible form of government, and he aroused his audience to enthusiasm with a picturesque description of himself as standing on the bridge of the ship of state through much bad weather, which had bleached his hair. "We are not yet out of the danger zone. There are still breakers on the horizon, and I see gallant ships like Russia dismantled in the trough of the waves. Don't send anyone down until the ship is safe. Despite all the misrepresentations and revilements I will do my duty to the end, God helping me."

MOTOR ACCIDENT.

London, Oct. 8.

In a shocking street accident two Englishwomen, wives of delegates attending the International Financial Conference, were knocked down by a motor car furiously driven, while their husbands were attending the official reception. One was killed outright, and the other is in very critical condition. Their names are not forthcoming.

The victims of the motor accident are not wives of British delegates but secretaries to the League of Nations employed at the Conference.

GERMAN-AMERICAN SHIPPING AGREEMENT.

Washington, Oct. 6.

Admiral Benson, chairman of the Shipping Board, stated that the Shipping Board never formally sanctioned the agreement between the American Ship Commerce Corporation and the Hamburg Amerika Line, involving American ships operating on former German trade routes. He stated that while he personally endorsed the agreement, which he was convinced was in the best interests of the American merchant marine, action by the Shipping Board must await the appointment of a full Board of seven members.

ITALIAN STRIKE.

Milan, Oct. 6.

Owing to the fulfilment of the Rome agreement, a lighting strike broke out in the electricity works. Workmen occupied the factories. The tram, lighting and water services are interrupted.

PIG IRON AND STEEL.

Paris, Oct. 8.

Owing to the Government's timely measures to provide comparatively cheap fuel for industrial purposes, prices on pig iron and various steel products have dropped twenty per cent.

EXPORT TRADE CREDITS.

Brussels, Oct. 7.

The Conference's financial section has unanimously adopted a motion by its President, the French delegate M. Callier, to recommend to the Council of the Society of Nations the adoption of a plan for extension of the insurance system, covering the credits of those engaged in the export trade—Havas.

NOTICES.

Tel. 1036.

Tel. 1036.

GARAGE ACCOMMODATION

FOR PRIVATE CAR OWNERS.

THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - \$30 per month.
CARS GARAGED at PRAYA EAST or
WANCHAI - \$20 per month.
THESE PRICES INCLUDE CLEANING AND
ORDINARY GARAGE DUTIES.

EXILE GARAGE

33 & 35, Des Voeux Road Central,
HONGKONG.

Tel. 1036.

EARLIER TELEGRAMS.

BRITISH PRISONERS IN RUSSIA.

London, Oct. 7.

Curzon's note of the 6th is wholly satisfactory. While it does not give an undertaking to abstain from propaganda, it agrees to repatriate all British prisoners in Russia in exchange for Russian prisoners in the hands of Britain, but it claims that the prisoners at Baku are outside its jurisdiction and declares its willingness to send a representative to Tiflis to urge the Azerbaijan Government to release them. It proposes that Britain should also send a representative to Tiflis to urge the Azerbaijan Government to release them. The reply is not regarded as final, and it is understood that a further British note will be despatched.

London, Oct. 8.

The text of Lord Curzon's note to the Soviet is now published. The note, which is dated 1st October, points out that the Soviet flagrantly violated the conditions whereunder Britain was prepared to resume trade, and is still engaged in anti-British propaganda, and its actions in the Caucasus, Persia, Central Asia and Afghanistan are openly and directly anti-Britain. The note insists on the release of all British prisoners without further delay, and concludes, "We have given an undertaking to which we shall scrupulously adhere. We shall not assist hostile action against the Soviet, but unless by 10th October we have definite evidence of the conditions laid down as regards release of prisoners being complied with, we shall take whatever action we consider necessary to secure their release." M. Krasin, in his reply on behalf of the Soviet Government, makes the customary charges, that the British Government is still assisting the enemies of Russia, particularly Poland, and points out that a number of Russians are still detained in Egypt, Persia and other places. He goes on to declare that the Soviet is ready to return all British prisoners still in Russia, and will offer its friendly services as regards prisoners at Baku, as it is unable to impose any instructions upon the Azerbaijan Government, on condition that the British Government release all Russian prisoners in territory under the control of the British Government.

THE TRUTH ABOUT RUSSIA.

Milan, Oct. 8.

The report of the Italian Labour Mission to Russia is an impressive and significant document, coming from men originally revolutionaries. It severely criticises the Bolshevik regime and declares the peasants may be better off simply because Bolshevikism in the countryside has failed to become supreme; but the workers in the towns are worse off than before the revolution. The cities have fallen into moral and material misery. The Government is incapable of supplying the minimum of indispensable necessities. Speculation is rampant and all industrial and commercial organisation destroyed. Bureaucracy has enormously increased. It is useless to cherish illusions as regards exports from Russia, because all transport is disorganized. The Communists number only 600,000 out of a population of 60,000,000, but the former are masters of the political and economic regime. The capitalist regime has been destroyed, but nothing has been substituted.

THE FINANCIAL CONFERENCE.

Brussels, Oct. 8.

The reports of four committees of the International Financial Conference dealing with international trade, international credits, currency and exchange, and finance have been presented to the Conference, which adopted them unanimously. The reports overlap considerably, but the most important, that of currency exchange, declines to recommend the stabilization of the value of gold and doubts whether any such attempt will succeed. It considers that neither an international currency nor an international unit of account will serve any useful purpose and regards artificial control of exchange operations as futile. Other reports strongly emphasize the necessity of all Governments restricting expenditure to the limits of revenue and imposing taxation to meet their deficits. A plan is also devised enabling states to facilitate the obtaining of commercial credits by their nationals.

SOUTH SLESVIG'S RETURN.

Copenhagen, Oct. 8.

Exceptional ceremony marked the opening of the new "Rigsdag" by the King. Being the first session since the incorporation of South Slesvig in Denmark, His Majesty, bidding welcome to the reunion of the provinces, said that every Dane had long awaited that day. He thanked the Powers for repairing the injustice of 1864 and referred with special satisfaction to the continuance of co-operation with Norway and Sweden.

LATE CROWN PRINCESS'S FUND.

Stockholm, Dec. 6.

There was a solemn ceremony at the side of the lake, where the Crown Princess

NOTICES

SONGS YOU HAVE NOT HEARD

ALGIERS

CHINA MOON

CONRADE O'MINE

BY A WINDOW IN BAGDAD

SWEETHEART BLUES

WAY DOWN BARCELONA WAY

SALLY THE VILLAGE VAMP

SILVER WATER

YOUR WONDERFUL EYES

WHEN GOD GAVE YOU TO ME

MY SWEETIE'S SMILE

MOONLIGHT IN MANDALAY

KEEP IN TOUCH WITH US FOR ALL THE LATEST HITS

S. Moutrie & Co., Ltd.

TEL. 527.

TEL. 527.

JAMES STEER.9. ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL. 2577

TEL. 2577.

E. HING & CO.SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.
26. WING WOO ST.
CENTRAL.
PHONE NO. 1116.LENGTHEN THE LIFE
OF YOUR PIANOby having AN EXPERT do your tuning
REGULARLY at a small annual fee.

TSANG FOOK PIANO CO.,

Tel. No. 2127. 94a. Wan Chai Road.

**SAFETY RAZORS
SAVE MONEY
HAVE WELL & GIVE
SAFETY**



UNIQUE AS A PRESENT.
INSPECTION OF OUR
VARIED STOCK
CORDIALLY WELCOMED.

THE SINCERE CO., LTD.
HONGKONG EMPORIUM.

LENIN'S WORLD PLOT.

DANGER TO THE WEST.
Dr. Harold Williams writes in the Times:—The Bolsheviks have greatly increased their prestige outside Russia during the last few months. The new power that has arisen in the East out of the wreck and ruin of the war is attracting the puzzled attention of war-weary peoples and Governments.

Lenin has every reason to congratulate himself on his success. Four years ago the head of a tiny coterie in La Carouge, the home of revolutionary exiles in Geneva, he now finds the Governments of Europe, the visitors and the vanquished, watching his movements with respect not unmixed with fear; scanning his wireless with eager interest; trying to solve the difficult problem of establishing regular relations with him and with his unprecedented form of government. Italy has established friendly relations and has begun to trade with him. Czechoslovakia is interested, and is making friendly overtures. A Bolshevik envoy has taken up his residence in Berlin, and Dr. Simons, the German Foreign Minister, declares that it is absurd to stigmatize the members of the Soviet Government as criminals. It is not impossible, indeed, that a truce has been concluded between the Governments of Moscow and Berlin. And—the most remarkable fact of all—Lenin's envoys are received in England with an interest and an attention more marked than that accorded to the representatives of any foreign Power. There is a pressing demand in many quarters for peace with Russia, the establishment of normal trade relations, and the recognition of the Soviet Government.

It is not that the Bolshevik doctrine in its extreme form is accepted for the moment by any but a small body of extremists. The average practical man certainly does not like what he knows of Bolshevism, and is just a little afraid of it. But an atmosphere favourable to Bolshevism has been created in many circles that reject Lenin's doctrine and would resent the idea of his system being established in England. These very circles ardently support Lenin at every stage of those difficult and complicated international negotiations that are preparing for him a triumphant march into Western Europe.

That in this process those small nationalities, whose independence a short time ago was one of the chief articles of their creed, will inevitably be sacrificed is apparently not a consideration that seriously troubles their sense of consistency. They are in the power of an emotion that makes them regard everything that the Bolsheviks do in international politics as right, and everything that their opponents do as wrong. Lenin's battles are being fought for him by Governments which he openly defies and insults, and by Liberals, Labour Leaders, and Socialists on whose persons and whose policy he pours continual scorn. This "Piper of Moscow" plays a wonderful tune that makes a most motley crowd dance down the broad way, whose end he triumphantly and contemptuously foretells.

A WORLD REVOLUTION.
For this sinister figure who is now becoming a controlling force in European politics makes no secret of his plans. Vladimir Ulianoff, the son of a Volga schoolmaster, has, for the last 25 years, thought and studied and worked, and is now working with unexpected resources and prestige, to bring about a world revolution. The idea is, of course, incredible and absurd. But three years ago the idea that Lenin would attain the position he has now attained seemed hardly less credible and hardly less absurd. He has succeeded so far beyond all expectation. Is it possible that his successes will develop till his goal is reached?

President Wilson's programme has failed. An intractable Europe has refused to submit to the Fourteen Points. Is it possible that it is Lenin after all who has guessed the secret of the historical process in which we are involved, and that the new world that is to come after the war will be moulded after his fantastic conceptions?

It is time to determine our attitude to this question, which is really the one important question at issue. What primarily matters is not whether Russia possesses burning corn-bins or whether Poland was right or wrong in the various stages of her conflict with the Soviets.

The only thing that really matters now is whether Lenin will suc-

EARLIER TELEGRAMS.

(Continued from page 2.)

BRITISH TRADE.

London, Oct. 8.
The Board of Trade returns for September record another notable increase in exports, and the lowest total of imports since last November. The exports totalled £117,500,000, an increase of £51,000,000 compared with September, 1919. Imports totalled £82,500,000 an increase of £4,000,000. The exports of cotton yarns and manufactures registered an advance of nearly £20,000,000 and those of woollen and worsted yarns and manufactures £3,500,000.

NEW BRITISH LOAN.

London, Oct. 10.
The "Times" states that the prospectus is being issued of a new British loan, nominally of £15,000,000 at three per cent. for local loans. The stock will be issued at fifty. It is for housing and other purposes.

CANADIAN TANKER EXPLODES.

New York, Oct. 7.
A disastrous explosion has occurred on board the Canadian tanker G. R. Crowe while dry-docked at Brooklyn. Ten workmen are reported killed and twenty badly burned were rescued by firemen, wearing gas-masks. One man miraculously escaped. He was blown over sixty feet away and dropped uninjured on top of a shed.

CANADIAN WHEAT YIELD.

London, Oct. 8.
The "Times" correspondent at Toronto says that Canada never had a better year agriculturally. The wheat yield is estimated at 289,000,000 bushels, compared with 193,000,000 last year.

THE AMERICAN CENSUS.

New York, Oct. 8.
The official census of the population of the United States shows 103,500,000, an increase of over 14 per cent. compared with the last census.

AMERICA AND MEXICO.

Washington, Oct. 6.
Senor Calderon, Mexican High Commissioner at Washington, has resigned and is returning to Mexico City, it is stated, owing to his failure to accomplish his mission, namely settlement of all American Mexican differences.

THE NEW CONSORTIUM.

New York, Oct. 6.
It is announced that the International Consortium for financial and economic assistance to China will be perfected at a conference of British, French, Japanese and American delegates here beginning on 11th Oct., following the return of Mr. T. W. Lamont from the Far East.

SERIOUS TRAIN SMASH.

Venice, Oct. 8.
A serious railway accident, involving the deaths of at least twenty-three passengers, and a number severely injured, occurred on a bridge spanning a lagoon. The train from Venice to Bologna ran into the rear of a train going to Milan.

ALLEGED SHIPPING FRAUDS.

New York, Oct. 6.
Victor S. Fox and William H. Kaiser, respectively Treasurer and President of several steamship companies which took over a number of Shipping Board vessels, have been indicted on a charge of conspiracy to defraud the Shipping Board by false accounts.

PRESIDENT WILSON'S LEADERSHIP.

Washington, Oct. 9.
The Federal Council of Churches of Christ of America, representing most of the Protestant denominations, have presented their Chaplain's Medal to President Wilson as an expression of appreciation of his services in leadership in the world, and bringing to the world the ideals embodied in the League of Nations.

THE PORTUGUESE STRIKES.

London, Oct. 7.
The Portuguese Legation in London states that the reports of strikes in Portugal are exaggerated. A telegram from Portugal dated the 6th has been received at the Legation, and it merely refers to a partial railway strike on the Companhia Portuguesa. It says the bulk of the employees are remaining at their posts, many trains are running, and order is undisturbed.

FRANCE AND GERMANY.

Paris, Oct. 8.
Official confirmation concerning the reported direct Franco-German negotiations as regards reparations are not yet forthcoming. An official communiqué declares that for the moment direct negotiations are confined to technical questions as regards exports and imports, and none respecting reparations is at present envisaged.

ceed in plunging Europe into a series of civil and international wars in his efforts to bring about a universal revolution and to establish in a world, just come to a consciousness of its unity, the dictatorship of the proletariat.

The divisions of Europe, the incoherence of opinion in every country, the absorption of certain parties in minor issues, favour the development of the international arena, and imminent Bolshevik plan. Bolshevikism is

no longer a Russian phenomenon, and, indeed, it has never professed to be simply Russian. Russia has passed through the bitter experience. She knows to the remotest wave of her struggling consciousness what Bolshevikism is, and her condition may be a warning or an example to the rest of the world. Bolshevikism has come out definitely into the international arena, and imminent

(Continued on Page 5.)

NOTICES.

LANE, CRAWFORD & Co.

ESTABLISHED

TELEPHONE

1741

AGENTS FOR

CHUBB'S

LOCKS & SAFES.

CASH BOXES

DEED BOXES

INSURE

YOUR VALUABLES and PAPERS

By Using CHUBB'S DETECTOR LOCKS

THE

BEST LOCKS

EVER MADE.

IT IS EASIER FOR THE BURGLAR
TO BREAK THE DOOR
THAN VIOLATE A DETECTOR LOCK.**CHUBB'S**

NEW PATTERN

LOCKING BAR

CANNOT BE

WRENCHED OFF.

MADE FOR

GODOWNS.

NFLUENZA
COLDS, CATARRH, &c.

In view of the prevalence of above, we are now manufacturing in our own laboratory from ingredients suggested by eminent medical authorities

NASALENE

Put up in two forms:—Ointment and Spray. These preparations we can thoroughly recommend as a prophylactic in INFLUENZA being easy and simple in use.

Ointment in pots or tubes... 60 cents.
Sprays Solution \$1.00 each.
Sprays for Solution \$2.50 each.**A. S. WATSON & CO., LTD.**

Manufacturing Chemists, Hongkong.

FRENCH LESSONS.

G. MOUSSION,
15, Morrison Hill Road.

JUST ARRIVED

Large fresh Stock

OF

COCOA NUT OIL SHAMPOO

ALSO SELECTION OF HAT DYES

THE COLONIAL DISPENSARY

14, Queen's Road Central,

Tel. No. 1877.

FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

DWARF

IN SIZE

GIGANTIC

IN CAPACITY

Two working parts only.

Entirely British. Stock Carried.

SOLE AGENTS

UNION ENGINEERING CO., LTD.

York Building.

Castor Road.

CRICKET.

INTERPORT TRIAL MATCH.

Team captained by Mr. W.C.D. Turner and Mr. R. Hancock played an interport trial match on Saturday on the H.K.C.C. ground. The ground was on the soft side, and this was a factor in favour of the bowlers. There was not a great deal of good cricket seen, Turner's XI failing to make anything like a stand, all being dismissed for 58. Only two of the team reached double figures. Hancock's team did better, mainly due to the batting of Pearce, Davies, Stalker and Hancock, knocking up 147 in all. Scores:

MR. TURNER'S TEAM.
G.R. Sayer, c Pearce b Davies 3
A.A. Bumjaba, c b Harris 11
F.J. de Rome, c Pearce & Reid 0
B.D. Evans, b Reid 0
W.D. Wilson, run out 0
Capt. Oliver, c Pearce Spinks 10
W.C.D. Turner, not out 0
A.E. Wood, b Harris 0
C. Blaker, run out 0
Lt. Col. Bowen, run out 0
Lt. Hammond, st. Pearce b Bird 0
Extras 0
Total 147

Bowling analysis:

	W.	R.	S.	W.
Bird	2	2	1	5
Davies	1	1	1	3
Reid	6	2	6	8
Spinks	6	—	18	10
Harris	5	2	5	7
Stalker	4	—	12	12
MR. HANCOCK'S TEAM.				
Capt. Spinks, b E.W. Hammond	0			
Capt. Gray, c Edward b Hammond	0			
E.L. Braga, c Hammond	0			
b Rumpab				
Mgr. Bagnall, c Wood	0			
b Edwards				
Capt. Davies, c Edward b Rome	0			
T. E. Pearce, retired				
R. Hancock, c Edward b Evans	0			
K.E. Macaskill, c Brown b Hammond	0			
J. A. Stalker, c Edward b Sayer	0			
E.B. Reid, c Evans b Sayer	0			
R.E. G. Bird, b Bowd	0			
Extras				
Total	117			
Bowling analysis:				
Bumjaba	5	—	7	7
Hammond	11	2	23	23
Evans	8	1	26	26
Edwards	5	—	20	20
de Rome	1	—	20	20
Oliver	2	—	11	11
Sayer	3	—	11	11
Brown	3	—	12	12

LADY M.P. AS ATHLETE.

LEAP WHICH AMAZED BOY SCOUTS.

Lady Astor, M.P., accomplished an amazing feat recently at the Washington Inn, the well-known hospitality centre for Americans in St. James's-square, London. She was a guest at a reception to the American Branch of the International Boy Scouts' Jamboree, and had been given "three cheers and a tiger," as well as having the song, "Way Down in Ole Virginia" (Virginia is her native State), played in her honour.

Her ladyship was leaving the inn, escorted by members of the committee, when it was found that the big side gate in the six-foot fence was locked.

"You will have to go round," said a member of the committee, but Lady Astor exclaimed: "I will now teach you how to vault or climb over a fence in case we have another war."

Gathering her skirts together she leaped lightly and cleared the gate, a fact of which any of the youthful Scouts present would have been proud. The approving howl that went up from those present was heard all over the neighbourhood.

The 300 American Boy Scouts attending the Jamboree were entertained to dinner, and Lady Astor urged them not to lend themselves when they went back to partisan efforts perpetuating bitter feelings between Britain and the U.S.A. If the Anglo-Saxon races stuck together, she declared, we should set up so high a standard that all the world would have to follow it.

A NEW WORLD-STATE.

MR. H. G. WELLS' WAY TO PEACE.

Speaking at the History Summer School at Birmingham on "An Apology for Utopians," Mr. H. G. Wells said the Utopian method was the method of planning. Every architect before starting to build had a Utopian vision in his mind. Utopias had often been sneered at by the so-called practical men who only recently sneered at motor-cars, aeroplanes, and submarines. To meet this prejudice old writers of Utopias had often said their Utopias were in a distant island or planet. In a sense Utopias were treason to the things that are and to the people that are. The new Utopias were plans for new worlds.

Early Socialists, Mr. Wells continued, were entirely Utopian. They made their appeal to the creative impulse in man. He regarded the failure of the Soviet Government to establish Socialism as due to their non-Utopian methods. They came into power with a doctrine instead of a vision. He thought Russia would ultimately fall back into a State largely made up of peasant proprietors with its industry reorganized by foreign capitalists. The Martians could not overcome the fact that when the men in control got control they became different from the people they ruled over.

When the war came on statesmen's views were shown to be inadequate. They had no world Utopia ready. What the world now needed if civilisation was to be saved was a Federal World State. The idea of a League of Nations was not big enough.

Europeans, said Mr. Wells, tended to rely politically on American support and he showed that the situation in America is entirely different. The idea of a world State was rendered necessary by the rapid growth of means of communication and this involved a complete change of political life. The main air routes of the future were overland routes, whereas the British Empire was an ocean Empire. In the future it would be impossible to protect our sea routes against submarines and aircraft and if we tried to connect by air we had to go over foreign States. The great new problem of air transport might be strangled by the present ridiculously restricted State frontiers. He often found it impossible to convey to an American how impossible European boundaries are. If an American wanted to go from New York to St. Louis he got in a train and went, but if we wanted to go from London to Warsaw we had to get passports, be examined at frontiers, change our money, rebook, and suffer many inconveniences. Then it was as difficult to get back. Even then one had not travelled as far as from New York to St. Louis. The countries he would travel through from London to Warsaw were no bigger than Texas. Therefore if one spoke of France as a nation one wanted a different name for the United States. This caused the American to have totally different political ideas.

The idea of a League of Nations was all right for America but too small for Europe. The European situation was more intense as Europe was saturated by narrow patriotism. We must stop talking of British people, French people, and German people, and think only of civilisation or civilisation would perish. Nationalism and aggressive patriotism must be attacked and the idea of one supreme ruling State taught. The New State must be heir to all.

An international mind was needed. A European State alone was not enough. The idea had to get into the minds of Indians, Arabs, and other Easterns. This could be done. Means of propaganda were infinitely greater than ever before. An example of how ideas can be spread by instance the spread of Christianity and Islam. If ideas could be spread then they could be spread much more rapidly now. Religions also could help because all the great religions at bottom were international and could not stand that all the world would have to follow it.

THE PORT OF LONDON.

NEED OF A GREAT REPAIRING YARD.

Obviously, a great port should be adequately equipped with ship and engine-repairing establishments, but in this respect the Port of London has for long been behind the times, writes the shipping correspondent of the London Observer. The port of London Authority has various dry docks and some small establishments along the Thames there are a few firms engaged in ship repair work. But since the Thames Ironworks closed down, and Messrs. Yarrow moved to Scotland, London port has been sadly wanting an establishment such as there are at Southampton, on the Mersey, on the Clyde, in the Bristol Channel, and on the North-East coast, which could handle the big repair jobs, which are of common occurrence. For example, a big American ship hit a mine off Gravesend. She was beached and patched, and then sent over to Rotterdam to be repaired. Price had nothing to do with that particular job. She went to the Dutch repair yard because there was no other yard handy to the Thames where she could get attention. Similar cases have occurred since. The need of London for a repair establishment on a large scale has been urgent. Lord Devonport's administration of the P.L.A. has been one of ever-increasing efficiency, but, as he remarked in a recent speech, the vast increase in costs during and since the war must necessarily curtail the Authority's plans of expansion and effective operation.

The extension of Lord Pirrie's activities to London is in part, result of this, but it is also a natural move. The average size of vessels entering London was steadily increasing before the war and since the Armistice this tendency has been maintained. The Observer pointed out some months ago that as a result, the ports on the south coast and the port of London would continue to develop at the expense of their Mersey and Clyde rivals. Though they do not come to London Bridge, there are some big liners trading regularly to the river which need repairing, overhauling, and surveying just as much as their smaller sisters. The Cunard, the R.M.S.P., the P. and O., the Orient Line, the Bibby, the White Star are a few of the great British liner companies operating out of London. Then there are the big foreigners, notably, the Atlantic Transport, the N.Y.K. and some of the Dutch lines, which use the port regularly. So, simply as normal expansion, it is not surprising that Harland and Wolff should add London to their list of branches, which already include Glasgow, Greenock, Liverpool and Southampton.

In repair work, Harland and Wolff are as eminent as in shipbuilding, for the Southampton establishment and the London one is to be on similar lines—a purely repair plant. So, indeed, is the Liverpool one, which during the war was the repair base for the Tenth Cruiser squadron. What these yards can do in repair work may be judged from the fact that in the four and a half years of the war 550 naval vessels and 2,000 merchant ships passed through the Liverpool yard, and at Southampton 4,000 vessels were handled.

The establishment of a repair yard at London does not mean the operation of some floating workshops along the river, the actual work being done in the P.L.A. docks. Lord Pirrie's plans are much more comprehensive than that would indicate. They include the laying out of an establishment with the most modern plant and machinery, with fitting-out wharves and docks, capable of handling expeditiously the biggest jobs. There will be the necessary equipment of cranes to take heavy hoists; fitting, turning, and machine shops, boiler and plating shops, iron and brass founders, smitby, and, in fact, everything requisite for repair and refit work to hull, deck, engine, and passenger departments.

This means a great deal to London. Not least of all it

You can depend

upon receiving prompt and courteous service when you place your order with The Queen's Dispensary for Drugs and Pharmaceuticals.

You can also depend upon our prices being the lowest, consistent with quality, which is our first care.

QUEEN'S DISPENSARY

Harper & Co. Ltd.

Tel. 402. St. George's Building.

NOTICE OF FIRM.

MR. HENRY BIRKETT has this day been admitted as a partner in this firm.

MOXON AND TAYLOR.

Hongkong, 8th October, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 10th October 1920.

commencing at 11.30 a.m.

at their Sales Rooms, Duddell Street.

A Consignment of Fur Stoles and Muffs

Russian White and Brown fox, Russian squirrel, Stone Marten, Black and Brown Lynx etc. etc.

On view from Thursday the 14th inst.

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

THE CEYLON REFORM SCHEME.

PROTEST FROM THE NATIONAL CONGRESS.

Home papers have received the following cable from the Committee of the Ceylon National Congress, Colombo:

The Ceylon National Congress Committee deplores the persistence of the Colonial Office in its crude and reactionary scheme.

Already unhappy effects of a deep resentment against the Colonial Office are seen in a policy of non-co-operation with the Government and also in the advocacy of a transfer of Ceylon to the India Office.

Colonial Amery's declaration in Parliament that the new Council would be on the model of the Indian Viceroy's Upper Chamber is essentially incorrect.

The Ceylon Council is to have no elected majority, but 16 elected members only out of a total of 33, with the Governor as president.

While adhering to the Congress demands and rejecting the aforementioned model, we ask (1) for a substantial elected majority and an elected Speaker; (2) for non-curtailment of the existing rights of Council and non-engagement of the Governor's power; (3) for the committee of the Ceylon scheme to the Indian Reforms Parliamentary Committee for report. An extraordinary session of the Ceylon National Congress has been called for September 10.

means employment for a large number of men. It also means more business being attracted to the Thames. Liner companies prefer as a terminal a port with adequate repair facilities. The progress of Southampton is a case in point. It is said that imported labour is to be used.

This our contemporary considers, is not correct. To begin with none of the Harland and Wolff establishments can spare labour.

There is plenty of labour to be got in London, and the settlement of shipyard wages on a national basis has done away with the old disability of the Thames which, because of the high wages, killed the old Thames.

Iron-works and drove Sir Alfred Yarrow to the Clyde. Skilled labour does not mean what it meant before the war either.

The war taught that skill is very

largely common sense, care, and following directions closely. The move may mean eventually the revival of shipbuilding on the Thames.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 14th Oct. 1920.

commencing at 2.30 p.m., at their Sales Rooms, Duddell Street.

A Quantity of Valuable Household Furniture

Comprising

Blackwood chairs, tea-boys, tables, flower stands and stools, tapestry covered couch & easy chair, card table, writing tables, ornaments, pictures, brass tender & fire brasses, carpets, rug etc. etc.

Teak extension dining table and chairs, teak sideboard with bevelled mirror, teak dinner wagon, occasional tables, teak overmantel, electric table fans etc. etc.

Double & single brass mounted iron & teak bedsteads teak dressing table, washstand, chest of drawers, toilet set etc. etc.

Also

1 12-bore Sporting Gun
1 16-bore Sporting Gun
1 Motor Bicycle

On view from Wednesday, the 13th inst.

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

NOTICE.

FOR SALE.

Very Valuable Chinese Porcelain and Curios

Comprising

2 Very fine Celadon Vases, Sung.

2 Very fine 3-coloured Jars, Sung.

1 Pair Very fine Porcelain Vases, Sung.

1 Pair Very fine Wood Carvings, Ming.

2 Very fine Stone Statues, Han.

1 Very fine Blue & white vase, Ming.

1 Very fine 2-coloured Jar, Sung.

1 Very fine Celadon Jar, Sung.

1 Very fine Porcelain Ornament, Sung.

1 Very fine 2-coloured Jar, Ming.

1 Very fine Blue & white Vase with peach bloom decorations, Yungching.

1 Very fine

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE (Direct)

"HELENUS" 9th October London & Rotterdam.
 "KEEUN" 12th October London, Amsterdam & Hamburg
 "TEIRESIAS" 21st October London, Amsterdam & Antwerp
 "ELPENOR" 16th Nov. London, Rotterdam & Antwerp
 "ATREUS" 23rd Nov. London, Amsterdam & Hamburg

LIVERPOOL SERVICE (Direct or via Continental Ports)

"EURYPYLUS" 9th October Havre, Rotterdam & Liverpool
 "TITAN" 11th October Genoa, M'sles, L'pool & Glasgow
 "PELEUS" 26th October Genoa, Liverpool & Glasgow
 "TELAMON" 2nd Nov. Liverpool.

PACIFIC SERVICE (via Kobe and Yokohama)

"TELICER" 20th October Victoria, Seattle and Vancouver
 "IXION" 16th Nov. Victoria, Seattle and Vancouver
 "TALITHIUS" 10th Dec. Victoria, Seattle and Vancouver

NEW YORK SERVICE (via Suez or Panama)

"TYDEUS" via Panama 24th November.
 HOMeward PASSENGER SERVICE
 "STENTOR" 13th October for London direct
 "TEIRESIAS" 21st October for London direct
 "IDOMENEUS" 1st November for Liverpool via Marseilles
 "PYRRHUS" 21st December for London direct

For Freight and all Information Apply to

BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

s.s. "WEST JENA"

From SEATTLE

s.s. "LORETTA"

From BALTIMORE

The Steamship

"WEST JENA"

having arrived from Seattle via ports on the 7th October, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co. Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo per s.s. "Loretta" from Baltimore are hereby notified that their cargo was transhipped at Kobe to the "West Jena".

Consignees of cargo must produce an Import Permit before bills of lading can be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 13th October, 1920 by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No claims will be admitted after the goods have left the steamer or godowns. Goods remaining undelivered after Oct. 13th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

STRUTHERS & DIXON, INC.

Agents.

1st floor, Powell's Building,

12, Des Vaux Road Central.

Hongkong, 7th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SAMARANG, SOURA-

BAYA, BATAVIA, SINGA-

PORE & SAIGON.

THE Steamship

"LAKE FARRAR"

having arrived on October 6, from the above mentioned ports, consignees are hereby notified that they must take immediate delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the hazardous Godowns of the Messrs. Frank Waterhouse & Co. Yaumati Shelter, and at consignees' risk.

Consignees must produce an Import Permit before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be landed in Frank Waterhouse & Co's godowns, where they will be examined on Oct. 11th, at 2.30 p.m. by Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognised.

No claims will be admitted after the goods have left the steamer or godowns. Goods remaining undelivered after Oct. 13th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Operators U. S. Shipping Board.

Hongkong, 7th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Company's Steamship

"KAMAKURA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 17th October, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

Optional Cargo will be forwarded unless notice to the contrary is given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. or they will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 18th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 5th October, 1920.

NOTICE TO CONSIGNEES.

The Steamship

"SAMARANG MARU"

From JAPAN

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 16th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

Optional Cargo will be forwarded unless notice to the contrary is given before 9th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 11th October, 1920.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Solo Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.

Manager ... Tel. K.329.

Secretary ... Tel. K.369.

Harbour Engineer ... Tel. K.33.

Telegrams "SEYBOURNE"

Consumption of water in the City and District during the month of Sept.

Consumption per day ... 21,200 Gallons

Consumption per week ... 150,400 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000 Gallons

Consumption per month ... 6,000,000 Gallons

Consumption per year ... 72,000,000

In this changeable weather
Beware of a chill—

Carry a phial of
WATSON'S
COLD CURE TABLETS.
A sure preventive.
A speedy cure.

Price per phial 60 cents.

A.S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

Cable Address: Telegraph, Hongkong.

Tel-phones: No. 1, A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

MARRIAGE.
ROZARIO—BISHOP.—On October 9th, 1920, at the Cathedral of the Immaculate Conception, Hongkong, Rev. F. Rozario, of Messrs. Noronha and Co., to Miss Bertha Roberta Bishop (Shanghai and Manila papers please copy).

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 11, 1920.

EUROPEAN PEACE.

With the reported signing of an armistice between Poland and Soviet Russia one might well ask whether we are at last in sight of a complete European peace. The news of the armistice, which came through by cable on Friday, seems to have attracted hardly the amount of public notice that it deserves. It is over six years ago since the peace of Europe was broken—a peace that had lasted, apart from annoying outbreaks in the ever-troublesome Balkans, since Germany imposed harsh terms upon defeated France after the Franco-Prussian war of 1871. Germany then gained a decisive victory over a country that had but recently been divided against itself, and it was perhaps the result of that victory that planted in the minds of German officials their disastrous dreams of "Weltpolitik." Those dreams led them into a very real disaster and Europe has been through the travail of titanic war, that is only now just closing.

The Russo-Polish struggle has been a sordid business. We have all blamed Poland for ever beginning it, and we have all blamed the Soviet leaders in Russia for the prosecution of a political policy that was notorious enough to earn active opposition. With the aid of Allied co-operation Poland has not only thrown back the Russian armies that were threatening her capital, but she has inflicted a series of defeats that has brought Russia to the acceptance of Poland's own terms. What those terms actually are we have so far received but incomplete information. We do know that Poland's boundaries have provisionally been defined on more generous lines than were laid down under the former treaty, and it is certain that the political independence and ethnographical integrity of Poland are assured. It was this that the Allies were so keen on maintaining. With the gaining of their point will they now let Russia alone? That is a point which the immediate future must see settled. Britain and Italy seem to be in favour of opening trade negotiations, but France has hitherto been careful not to commit herself in any way and on more than one occasion indications have been given that France will not be a partner to any relations with Russia until the present regime promise to honour all Tsarist Russia's international financial obligations. That is a big demand to make, but we think that there will eventually be modifications on either side.

Look at the position now—one will, there can be no other conclusion than that peace in Europe is a dire necessity for the general welfare of all peoples. For the sake of production of much-needed commodities, for the sake of free intercourse between peoples, and for the sake of the re-establishment of trust and confidence throughout the world, peace is the crying need of the hour. Six years of modern warfare has been long enough to prove that wars do not pay. They impoverish and destroy, they set up antagonisms and hatreds that are diametrically opposed to the welfare of the human race. Russia, since the anti-Tsarist revolution, has been a storm centre all to itself, and the liberated masses have assimilated a political doctrine that has caused the leaders of all the great civilised countries of the world to look with apprehension at the spread of it. We are not going to discuss Bolshevism here, but we must support the stand taken by Mr. Lloyd George and other prominent Allied leaders that a country has the right to have whatever political system its people see fit. We wouldn't let Russia dictate to Poland as to the nature of Poland's Government and we have no right to dictate to Russia. So long as Soviet Russia does not attempt to spread disaffection among the peoples of other nations, there is no sane reason why she should not be allowed to enter the concert of nations. The adoption of political creeds and policies is never ahead of their day. It might just be that Russia is already ripe for a Soviet system, but until the peoples of other nations are, there is little cause for fear. And there will then be no cause to fear the system. We are trying to show that there is no insurmountable obstacle in the way of world-wide peace. Nations may differ in their internal political complexion and yet be fit companions in an international assembly. Republics and Kingdoms are even now allied, and we must be prepared for an even broader toleration. Only the slow process of mental evolution together with man's experience will bring about the common acceptance of the ideal—whatever that may be found to be. Meanwhile, there must be a close association between nations in order to facilitate the coming of that ideal. If European peace is now established, let us try to cultivate a mind more open than has been ours in the past. That's the only road to a lasting peace.

NOTES & COMMENTS.

LIGHTING-UP TIME.

The idea of the Police authorities in arranging for the publication every month of the official hours of sunset and sunrise (the information being supplied by the Observatory) is a good one, though we think the present plans could be easily improved upon. So far as we understand the situation, actual sunset is lighting-up time for cyclists and motorists in this Colony, though we will say this—that the Police as a rule allow considerable latitude and never think of "running in" a man who happens to be without a light say ten minutes after the sun has set. Generally, we believe, a quarter of an hour's grace is given. Of course, here in Hongkong we do not get anything like the amount of twilight that they do at Home, where lighting-up time is an hour later than sunset. But we think the position would be much better defined here if the Police fixed a specific time for lighting-up. They could use the information from the Observatory as a basis and then, after adding a sufficient time to suit local conditions, issue monthly in the *Gazette* the actual hour at which lamps must be lit. The newspapers could then easily publish lighting-up time every day for the guidance of those concerned. After all, that would only be a re-adaptation of an idea carried out during the war, when the beginning and ending of Official Nights were notified for the guidance of shipping people during the time that vessels were prohibited from moving about the harbour after dark.

RENT CONTROL.

Our correspondent: "Dodo" scores a neat little point to-day when he sets out to prove that we already have Government control of rents in this Colony. It is true, as he says, that when rents are raised, the Government Assessor comes along and raises the assessment also, and that adjacent property is then similarly treated. That is Government control of rents, admittedly, but, unfortunately, it is control of the wrong kind—in the wrong direction. Now, we are not going to say that the Government wants to see high rents, for the mere sake of the increased tax receipts which they imply, but it is none the less a fact that the higher the rent, the more the money which goes into the Government coffers. That is a result of assessing property on rentals, a system which hits the tenant doubly hard, because every time his rent goes up, up go his taxes also. So that the landlord gets more—the tenant, where does he come in? Why, he pays more!

TIME TO ACT.

Now, on the general question of rent-control (we mean control with a view to keeping rentals down), we do think the time has come when the Government should step in. It is very many months ago that His Excellency threatened the creation of a Fair Rentis Board. That threat has never materialised, but the mere fact that it was uttered was sufficient to indicate that the Governor did not think the idea an impracticable one. Neither is it, because if the Government can compute the percentage of profit allowed to firms borrowing money for building purposes, it can just as easily create the machinery with which to deal with house property in general. And the just landlord would have nothing to fear, provided that he got what the name of such a Board suggests—a fair rent that is fair to himself and to the tenant as well. So all that is needed is the will to erect the machinery and to put it into operation. We say to the time has come to act because rents are still going higher. Unless something is done to check them, one of these days there may be a "rent strike" by tenants.

BILLIARDS.

PALACE HOTEL HANDICAP.

Intending competitors for the above Handicap are reminded that the draw and handicapping take place this evening at 6 p.m. All competitors whose entrance fees have not been paid by then will be ruled out.

The cup for first prize is undoubtedly one of the best that has ever been played for in Hongkong, and is well worthy of an effort to win. There are at present 37 entries and a committee of seven will meet to-night to draw. Play will commence on the 15th instant.

DAY BY DAY.

JUST DO A THING! DON'T TALK ABOUT IT! THIS IS THE GREAT SECRET OF SUCCESS IN ALL ENTERPRISES.—Sarah Grand.

The prize day of the Hongkong Lawn Bowls League, fixed for Saturday, is postponed to next Saturday. The final of the open singles championship is being played at the Police grounds 4 p.m. today.

A man was arrested by troops of the Army Headquarters of General Li Fook-lum and Ngai Hong-ping at Canton on October 7. The accused is being charged with putting mines in the Canton Harbour near Dutch Folly.

The following steamers have arrived over the week-end—Loksang, Haiching, Dardanus, Baum, Armand Bebic, West Hebrun, Tamashima Maru, Samarang Maru, Kamakura Maru, Tobolsk, Loengang, Yunnan, Hoihow, Tjilaljan, Mokoko Maru, Hong Hwa.

Accused of being a Kwongs soldier, a Chinese from Yunnan was, under this pretext, made the victim of an assault and robbery by a number of coolies in Des Voeux Road yesterday. Personal property, jewellery and money to the extent of \$120 were stolen before one of the assailants was arrested by the Police.

Yesterday being the Harvest Festival, St. Peter's Church, Hongkong, was beautifully decorated by members of the Church with various seasonal fruits and vegetables. The Church presented a most picturesque appearance. Next Sunday, St. Andrew's Church, Kowloon, we are told, will be decorated in similar style.

The Chairman of the British Municipal Council at Shamen has announced that until further notice no merchandise, goods or valuables of any nature may be imported into Shamen without a Permit having been first obtained from the Municipal Council. Such Permits which will only be issued to cover bona fide property of residents, may be obtained at the Police Station between the hours of 8 a.m. and 6 p.m.

We hear that for some time past endeavours have been made by the proprietor of the Blue Bird Candy Store to secure that vacant plot of ground formerly occupied by the Victoria Theatre for the purpose of erecting a dancing cabaret on the American model. That such an enterprise will be popular as well as profitable the proprietor is certain, but his hopes will not meet with realisation, for the present at least, as we hear that there is likely to be no such utilisation of this valuable plot of ground.

Inspector Spear, at the Police Court this morning, charged two Mexicans, Pedro C. R. Perez and Ernesto Gomes Gonzales, with being stowaways on the American steamer Eastern Trader. The accused pleaded guilty, and the Inspector stated that they were discovered by the officers of the vessel the day after she left Shanghai for Hongkong. The Chief Officer of the Eastern Trader informed the Magistrate that it had come to his knowledge that complications recently arose from the landing of the thirty-six stowaways at Woosung from the Great Northern and that, taking their guidance from this incident, the officers of the Eastern Trader had decided that the best course would be to bring the stowaways into Hongkong to be dealt with by the authorities here. The case was adjourned for reference to the Mexican Consul.

MINERS WITH TWO JOBS.

The practice of night-shift miners at Boness undertaking day work at Grangemouth Docks, with only a few hours for rest, was criticised at the monthly meeting of the Boness Trade and Labour Council. It was pointed out that these men left the pits and went to the docks, where they worked till 5 o'clock in the evening. The delegate who introduced the subject said that such conduct might have been tolerated in times when labour was scarce, but to-day there was not work enough to go round, and these miners were acting contrary to trade union principles. It was agreed to write to the miners' union concerned, with a view to stopping the practice.

CURRENT COIN.

(BY "MERCATOR.")

With business in the state that it is at present, it is extremely difficult to make up an interesting calendar, and I am afraid that the present one will have to suffer owing to the lack of material. After all, it is not always possible to make bricks without straw. One wonders what conditions will improve. Many merchants are very pessimistic, and do not expect a turn in the tide for at least another eight months. Most mercantile offices locally are simply marking time, while a few have embarked on a ruthless economy campaign, with the result that to-day there are more junior clerical hands seeking positions than we have witnessed during the past four years. It is reported that some American firms that have opened out in the Colony during the past year or so will close their business as Hongkong is not the Promised Land that their friends had pictured it to be. There is hardly a branch of business which can report any activity. There are no imports or exports to speak of. A low exchange rate now confers no benefits on trade, as the man-in-the-street imagines. In the ordinary course, it would be of benefit to the export trade, but as there is no demand for China products from consuming countries, there is hence no movement of such products.

It would be interesting to know whether a merchant can cancel a contract when shipment was made earlier than the stipulated month. A certain merchant contracted fifty cases of piece-goods for shipment during June-July equally. The goods were shipped during May, and the merchant submitted that the contract was null and void. The question is—is he entitled to cancel the contract? The point at issue is really a legal one on which it is not possible for a layman to give a ruling. I believe there is a difference of opinion as to whether the contract could be cancelled under the circumstances.

The trouble in Canton has prevented a lot of goods going into that country. There is consequently congestion in the Colony, but thanks to the fact that arrivals have been on a very small scale during the past two months the situation has not become very aggravated. No flour has been exported from the Colony. Stocks of Shanghai flour are decreasing, whereas the Australian grade is practically non-stocked. I am told that the four wheat-producing States of Australia have decided to establish a compulsory States' wheat pool for the 1920-1921 crop on lines somewhat similar to the existing pool. In other words, the shipping of the surplus and the sales will be in the hands of a Central Board. American flour is steadily capturing the local market, and if the Australians do not look to their laurels the Hongkong market will be lost to them. American flour is cheaper than the Australian grade, and is just as good. If the American grade is allowed to capture the Hongkong market in the manner it has been doing, there will be an uphill work for the Australians to get back the slice that they have lost. On the other hand, there are fears that United States spring wheat crop will be further reduced; for the outcome is very poor in some sections.

In considering the world position of breadstuffs, and more particularly the position of wheat, there are some salient facts which must be carefully taken into account when making any estimates of the requirements of the consuming countries. Among the most important of these facts is the great and almost universal economic campaign, and in close connection with this the very free buying of maize and rye by Continental countries. Much of the maize will be for human food, and, of course, the rye will be used for bread-making. There is not yet sufficient data to give anything more than a general indication of the probable supplies and requirements of the coming season, or at best only approximate figures can be stated. Take a broad survey of the situation, and it may be observed that on the whole the wheat crops of the importing countries are better than last year, the difference in favour of this year being from ten to twelve million quarters. It is certain that the United States of America has been practically stopped. Exports of rice from India normally amount to between 500,000 to 600,000 tons, but at the same time India generally imports 100,000 tons of rice from Burma. The reason for this is that certain countries prefer the better quality of Indian rice to Burmese rice, neglected in their markets.

The Japanese appear to be the newest competitors in the rice trade of Burma. The whole rice trade of Burma is clairvoyant to have control made permanent so as to checkmate these enterprising people. Until the control in that country is lifted, the Japanese will have to regard the rice business as a speculation and not an investment. A lot of rice has been recently going from India to the Persian Gulf ports, which are absolutely dependent upon India for their maintenance. Although India imported five hundred thousand tons of rice from Burma since the beginning of this year, exports of rice from India proper have been practically stopped. Exports of rice from India normally amount to between 500,000 to 600,000 tons, but at the same time India generally imports 100,000 tons of rice from Burma. The reason for this is that certain countries prefer the better quality of Indian rice to Burmese rice, neglected in their markets.

LOCAL WEDDING.

ROZARIO—BISHOP.

A popular wedding in the Portuguese community was solemnised on Saturday last in the Cathedral of the Immaculate Conception between Mr. H. F. Rozario, of Messrs. Noronha and Co., and Miss Bertha Bishop, ward of Miss I. Bishop, of Campbell Moore and Co., Ltd. Both the bride and bridegroom are well known to a wide circle of acquaintances, and the large number of well-wishers who attended at the ceremony and the reception, subsequently held at the Catholic Union Club, spoke eloquently of the popularity of the happy couple.

The altar was specially decorated for the occasion. Mr. F. H. Summers escorted the bride to the strains of Mendelssohn's "March Fatalis." Rev. Father Riganti at the organ, the bridegroom had for his best man Mr. E. J. Noronha, of Noronha and Co. Rev. Father Page officiated, and His Lordship Bishop Pozzoni was present during the ceremony. The bride was attended by two charming bridesmaids, Misses B. and H. Santos, whilst Miss H. Baleros accompanied as maid of honour. As the bridal pair were leaving the Church amid showers of congratulations, Rev. Father Riganti played Mendelssohn's "Wedding March."

The reception was held at the Catholic Union Club, which was tastefully decorated for the occasion by Mr. M. F. Baptista, to whom tribute must be paid for his indefatigable efforts in this connection.

A large bell of all-white flowers was suspended from the centre of the ceiling, and the letters "B" and "R" conspicuously placed on each side of the spacious hall were much admired. The bride's dress, of white georgette and trimmed with orange blossoms, was the work of Madame Leite de La Favorita; those of the bridesmaids were also from "La Favorita" and made of white silk with beaded trimmings. The bride's going-away-dress was of white crepe-de-chine. The honeymoon is to be spent in Macao.

TODAY'S MISCELLANY.

One cannot help thinking, says a Home paper, that there was a time when Mr. Lloyd George would have suffered many exhortations and rebukes for discussing the affairs of Europe with Signor Giolitti on a Sunday. The old dispensation made no exceptions in its Sabbatarianism, and no pretext of urgency or the public good was likely to be accepted as sufficient excuse. One of the most comical of correspondences of the kind was that between Disraeli and the incumbent of Hughenden on an occasion when Dixy travelled to London on important affairs of State on a Sunday. The person wrote a letter of protest, and accused the politician of setting a bad example as squire. He received a sufficiently stinging reply, but he made good his point that travelling on a Sunday was allowable only in cases of special necessity. Gladstone needed no urging in such a matter, and was always regretful if State business interfered with his usual Sunday routine. Wilberforce was sadly disturbed when he heard that Fox was writing something which would reveal, incidentally, that Pitt had been gaming at White's on a Sunday. It is true that the sequel suggested that there were limitations to Wilberforce's zeal; for Fox, agreeing to delete the passage, added "Would you have taken so much pains if it had been I instead of Pitt?" Fox knew Wilberforce would not tell a lie, but the reformer extricated himself with "Oh, Mr. Fox, you are always so pleasant." Another Premier who met the Sabbatarian spirit was Palmerston when he had, against his will, to cancel the playing of the band in the parks on a Sunday.

It is reported that vicars are no longer looking for handsome curates and that the "strongly-faced" is now much in request—which may be taken as a tribute to the success of the ugly man in the work. There are plenty of precedents, of course, and a curious list might be made of the ugly men who have succeeded, partly, perhaps, because the ugly man starts with no preconceived illusions as to the market value of a Greek profile. Even in novels and on the stage the strong ugly man has begun to come into his own, for if Thackeray did contrast sound, honest Debbie with the worthless but handsome George Osborne, Ouida intervened and the handsome hero has had a long run. Wilkes, with his boast that he needed only half an hour's start against the best looking of men, would have been scored by Tallyrand, who was ugly enough in all conscience but would have claimed no handicap. One cannot imagine Socrates or Johnson making any such claim for indulgence. No one would have pitted William of Orange against James Stuart for good looks, but "Caliban" won; and Luxembourg, the greatest captain of that age, was ugly and deformed.

In politics Gladstone's remark about multiplying the ugliness of two opponents as the final test of hideousness is well known. And the most successful lawyer and longest-lived Chancellor of this age makes no pretensions to personal beauty, nor did the late Lord Cozens-Hardy, another great legal light. Nor, for that matter, did Brougham. Temple had neither good looks nor a sympathetic voice, but he climbed to the top. And if Lord Fisher did not imitate another admiral by proposing in these terms, "I'm the ugliest man in the service—will you marry me?" he was not handsome.

The London "Underground" Railway, which was recently granted official sanction to increase its fares, was the first of all railways to travel exclusively underground. It was opened for traffic on January 9, 1863, the terminus at that time being Farringdon Street Station, which a contemporary writer described as "a family vault on a large scale, with a series of hip-baths introduced into it diagonally for light and ventilation. The hip-baths are lined with glazed tiles, and, to keep the resemblance to their prototype, we find the leakage drained off at the lower end into a vessel something like a soap-dish. A dense fog filled the place when I was there, and as the people waiting for their trains were seen wandering up and down the platform, one might have imagined them ghosts of the great unashed condemned to linger in sight of those lavatories they neglected in their mortal life."

NOTICES

J. T. SHAW

STETSON HATS

FOR STYLE
QUALITY
SERVICELET YOUR NEXT HAT
BE A STETSONThere is no other hat made
that gives the wearer quite
the same amount of pleasure
in his personal appearanceUNIQUE SELECTION TO
CHOOSE FROMSPECIALIST IN MEN'S WEAR
NEXT DOOR HONGKONG HOTEL

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

YEE SANG FAT CO.

A Complete Line

of

New Season Goods

JUST ARRIVED

CANTON AFFAIRS.

ADMIRAL TANG TING-KWANG
IN OFFICE.

Admiral Tang Ting-Kwang, of Fuzhou, Kwangtung, formally assumed the office of Military Governor of Kwangtung at noon, October 8. The ceremony commenced with the national anthem by the Orphanage Band, and Admiral Tang taking his place on the platform. Lee Chi Kwei, on behalf of the citizens, presented the new Tuchun with a new seal of office. Admiral Tang accepting it with both hands, bowing as he did so. Having placed the seal on the table before him, he faced about and saluted the national flag amid the applause of all those who were present, including a representative from Mu Yung-hsien. After the salute to the flag, Governor Tang exchanged formal greetings with the gathering by bowing twice to them, the latter returning the courtesy in like manner.

The representative citizens present delivered an address to Governor Tang, who replied that he would first make proper disposal of the superfluous troops now scattered in different parts of the province and then pay particular attention to the problem of reconstruction. He would bear the whole responsibility for peace and order in Kwangtung.

The representative citizens present delivered an address to Governor Tang, who replied that he would first make proper disposal of the superfluous troops now scattered in different parts of the province and then pay particular attention to the problem of reconstruction. He would bear the whole responsibility for peace and order in Kwangtung.

General Ngai Hong-ping and Mr. Wong Keung, on behalf of the General Chen Chingming, the foremost leader of the Canton for the Cantonese movement, pledged the support of themselves and all Cantonese troops to the new Governor, both stating that their stand in the present crisis has been actuated by a desire to preserve the manhood of the Cantonese, to restore their right of self-government, to relieve the Cantonese of their military burdens and allied evils from militarism, and to prevent a war in Canton.

General Li Pock-jum, Commissioner of Defence of Kwangtung, was also at the ceremony with the principal officers of the Chinese Navy in Canton.

The Navy, the Marine Corps, the Cantonese Army, and the Police each sent a company to act as guard of honour at the ceremony, while an aeroplane dropped circulars announcing the inauguration of Admiral Tang and offering greetings from the Aviation Corps and the Euro-American Returned Students' Association.

WHAT NEXT?

In reply to General Ngai Hong-ping, Mu Yung-hsien stated that he has no intention of fighting for power and will move his followers to Kwangtung, provided that the

BANQUE INDUSTRIELLE
DE CHINE
(A FRENCH BANK)Capital Paid-Up and Surplus
Fr. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS, SAVING ACCOUNTS and fixed DEPOSIT ACCOUNTS in LOCAL CURRENCY and ANY FOREIGN CURRENCY. These accounts may be converted

AT ANY TIME WITHOUT
ANY CHARGE
in
ANY OTHER CURRENCY.

Apply for terms and particulars
HONGKONG BRANCH
Queen's Building, 5, Chater Road.

DAIRY FARM NEWS.

SAUSAGES

Pork Sausages	}	Made daily
Beef "		
Liver "		
Bologna "		

TO-DAY'S SPECIALITY

Cambridge Sausage

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY, LIMITED.

DUNSANY'S

4
D
O
O
R
S

GOLDEN DOOM.

GLITTERING GATE.

LOST SILK HAT.

COMPROMISE OF
THE KING.

THURSDAY, October 28th.

SATURDAY, October 30th.

at 9.30 p.m.

in aid of

THE FAMINE
FUND

ADVANCE BOOKING October 20th.

GENERAL BOOKING October 22nd.

at MOUTRIE'S.

4
D
O
O
R
S

SPEED THRILLS.

AVIATION FLIGHTS.
Major W. T. Blake writes to the
Daily News—

Lord Londonderry and Major-General Sir F. Sykes arrived at Martlesham (last month) to witness the trials in the Air Ministry competition. Unfortunately the weather was cloudy, and no trials could be carried out before lunch.

In the evening the Ayr and Bristol machines attempted slow speed trials and the Vickers-Vimy did three of her tests. Captain Cockerell determined to do his high speed tests on ground level, and with ten passengers the huge machine circled over the course at over 100 miles per hour.

I have received many impressions of speed, but sitting inside an aero liner moving at twice the rate of an express train, so close to the ground that one could distinguish the separate fronds of the bracken with the tree tops above the machine, gave me a better idea of speed than contour charting in any tiny aeroplane.

At the end of each lap we rose about 100 feet to make a turn dropping to 20 feet to cover the course. As a contrast to this we rose to 4,000 feet and covered the course at least 50 miles an hour. The machine seemed barely to move over the ground so far below.

This test accomplished, Capt. Cockerell locked the controls, and the Vimy floated on serenely without human guidance, moving in a wide circle for five minutes.

HAVE YOU NEURASTHENIA?

A TROUBLE MUCH TOO
COMMON.

Neurasthenia is a condition of exhaustion of the nervous system. The causes are varied. Continuous strain, mental and physical, without proper rest or holidays, without proper attention to diet and exercise, also worry over the struggle for existence, are the most causes. Excesses of any kind may produce it. Some diseases, like influenza, will cause it. So will a nervous shock, anxiety, or grief.

The symptoms of neurasthenia include over-sensitivity, irritability, sleeplessness, weakness, with an absence of all energy, headaches, and often nausea.

The treatment necessary is one of nutrition of the nerve cells, and as the nerves get their nourishment from the blood, the treatment must be directed towards building up the blood.

Dr. Williams' pink pills act directly on the blood, and have proved of the greatest benefit in many cases of neurasthenia. A tendency to anaemia or bloodlessness, shown by most neurasthenic patients, is also corrected by the definite tonic properties of these pills.

In proof of this statement, two instances are quoted in one household. Interviewed recently at her home at 27, Westgate Street, Middlesbrough, England, Mrs. Charles Morton stated—

"Three years ago I suffered a great shock by the sudden death

of my mother. My nerves were seriously affected, and at times I hardly knew what I was doing. I had severe headaches, and was subject to fits of depression. I was frightened at my own shadow and a knock at the door would startle me."

"I was in this bigly nervous state for a long time, and began to think I should never get better, when I was recommended to try Dr. Williams' pink pills. Soon after commencing them there was noticeable improvement. I enjoyed food and felt brighter. I kept on with the pills, and my nerves grew steady. I was no longer troubled with headaches or depression. I am now in better health than I have been for years."

Mrs. Morton's daughter-in-law had added her experience of Dr. Williams' pink pills. "Owing to shattered nerves as the result of air raids, I got completely rundown, and became so weak that I had to take to my bed. Doctors diagnosed my trouble as anaemia, but their medicines did not seem to do me good. Then I commenced Dr. Williams' pink pills, and they banished the anaemia, and made me fit and strong."

Restore strength to your nerves by beginning today Dr. Williams' pink pills for pale people. Sold by dealers everywhere. Or send \$1.50 for one bottle, or \$8 for six bottles, to Dr. Williams' Medicine Co., 96 Suzhou Road Shanghai.

FREE.—A free book, "The Nerves and Their Needs," will be sent to you if you send a postcard request for a copy to the above address.

THE COMPACTO-PHONE

A PORTABLE
GRAMOPHONE.Just what you
require for

LAUNCH PARTIES

GARDEN PARTIES

CAMPING OUT Etc.

Lid holds 12
records.

Price \$36.00

THE ANDERSON MUSIC CO., LTD.

16, Des Voeux Road.

Telephone 1322.

COCKTAILS.

CALDBECK'S MANHATTAN
CALDBECK'S VERMOUTH
CALDBECK'S GIN
CALDBECK'S MARTINI

Sirdar Lime Juice Cordial

and

Brooke's Lemon Squash "Lemos"
CALDBECK, MACGREGOR & CO., LTD.

15 Queen's Road Central.

(Telephone No. 781).

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF
THE HING WAH PASTE MFG. CO., LTD.
(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF
MACARONI, VERMICELLI, PASTE
STARS, EGG NOODLES &c.
RING UP—1126

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR
ANDI****EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, ETC.
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	15th Oct.	S'pore, Colombo & B'ham
KASHIGAR	8,900	22nd Oct.	M'lis, London & Antwerp
NOVARA	6,900	12th Nov.	M'lis, London & Antwerp
NELLORE	6,850	26th Nov.	M'lis, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

P. & O. APCAR	4,600	13th Oct.	{ Calcutta via Singapore, Penang and Rangoon.
---------------	-------	-----------	--

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	1st Nov.	{ Melbourne via Sandakan, Thursday Island Cairns Townsville, Brisbane and Sydney.
---------	-------	----------	---

SAILINGS TO SHANGHAI & JAPAN.

NOVARA	6,900	13th Oct.	Shanghai & Japan.
EASTERN	4,000	13th Oct.	Japan direct.
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
BILWARA	5,400	30th Oct.	Shanghai only.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than eight X 2 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

12, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA MARU (Ommitting Shanghai) Thurs., 14th Oct., at 11 a.m.

TOYAMA MARU Monday, 15th Nov., at 11 a.m.

TOYOHASHI MARU Friday, 26th Nov., at 11 a.m.

FUSHIMI MARU Tomitting Manila Tuesday, 14th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

MISHIMA MARU Monday, 18th Oct., at noon.

SADO MARU Friday, 29th Oct., at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU Sailing from Yokohama 16th Oct.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

KANAKURA MARU Sunday, 21st November.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU Friday, 22nd Oct., at 11 a.m.

AKI MARU Wednesday, 15th Nov., at 11 a.m.

NEW YORK via Suez.

MORIOKA MARU Tuesday, 12th October.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU Sailing from Singapore 17th October.

BOMBAY & COLOMBO via Singapore.

JINSEJO MARU Wednesday, 17th October.

CALCUTTA & RANGOON via Singapore & Penang.

KOTSI MARU Sunday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HARADET MARU Saturday, 16th October.

ISABA MARU Thursday, 21st Oct., at 11 a.m.

TENSHIN MARU Wednesday, 29th October.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will have to wait for	To
Tjilatjap ...	Java	11th Oct.	16th Oct.	S'pore, Saigon.
Tjibodas ...	Amoy	19th Oct.	25th Oct.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING
JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will have to wait for	To
Tjikembang ...	Java	1st Nov.	3rd Nov.	S'pore, San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Building.

Shipping to Europe, Australia, and other Ports.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama Canal at owner's option.

S.S. "MUNCASTER CASTLE."

Sailing about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 5th November.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th December.

Passenger Luggage can be insured at the office of the Agent.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S. S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN S.S. "HOKUTO M." sailing on the 19th October.

S.S. "BORNEO M." sailing on the 30th October.

For JAVA, S.S. "SAMARANG M." sailing on the 11th October.

OCEAN TRANSPORT CO., LTD.

(TAITO KAUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Afar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. | Arrive Hongkong | Leaves Hongkong

From Australia | for Australia.

TAYUAN | 26th October. | 21st October.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer. | Sailing

LONDON "MATOPPO" 15th October.

LONDON "CITY OF NAPLES" 15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

TUES. 12th Oct. at 2 p.m.

FRI. 15th Oct. at 2 p.m.

THU. 19th Oct. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination Steamer Sailing

SHANGHAI via Seaway Kwongsang Tues. 12th Oct. at d'light.

SANDAKAN Hinsang Tues. 12th Oct. at noon.

HAIPHONG via Hoibow Lotzang Wed. 13th Oct. at 8 a.m.

TIENTSIN Chingsing Thur. 14th Oct. at 2 p.m.

STRAITS & CALCUTTA Yalshing Fri. 15th Oct. at 3 p.m.</



CAMERA NEWS



JACK DEMPSEY.

A recent photograph of the heavyweight champion.



EDWARD RAY WINS U. S. OPEN GOLF CHAMPIONSHIP.

Edward Ray, of the Oxley Golf Club of England, who won the U. S. Open Golf Championship, at Toledo, Ohio, by a single stroke with the total of 295 for four rounds.



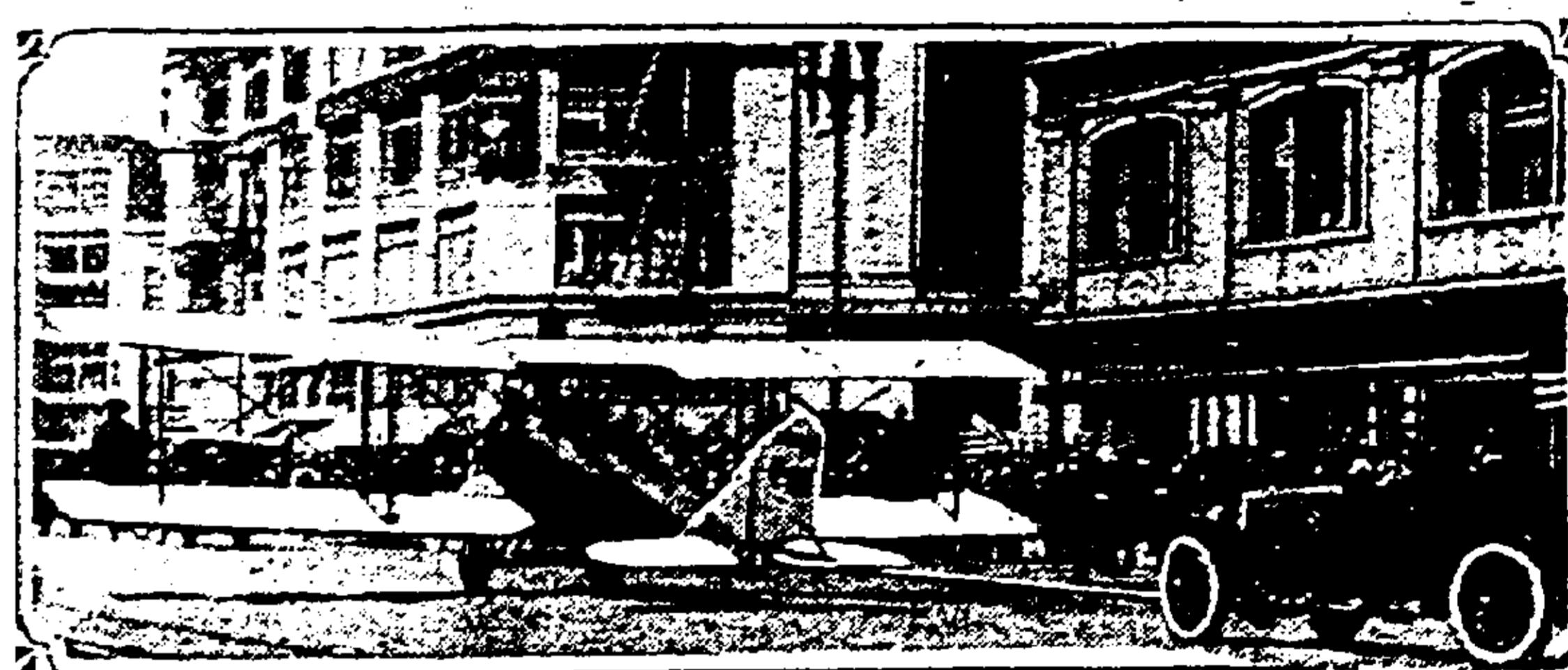
RIOTING AT BELFAST.

Soldiers on guard behind barbed wire entanglements in one of the streets in Belfast.



SINN FEIN LEADERS.

Left to right.—J. J. O'Kelly, the Lord Mayor of Dublin, Councillor Mrs. MacGarry and Count Plunkett.



NEW USE FOR AEROPLANE.

Plucked out of its natural element to do menial service in towing a motor car along the street, a winged Curtis Oriole Plane demonstrated a new use for aeroplanes in the parade of the National Traffic Officers Association in San Francisco.

DOINGS OF THE BUFFS.

Airplanes and Everything.

BY ALLMAN.

